

U.S. Department of Transportation

National Highway Traffic Safety Administration

## ODI RESUME

Investigation: PE 05-043 Date Opened: 08/12/2005

Principal Investigator: Peter Ong

Subject: SRS Readiness Indicator Illumination

Manufacturer: Honda (American Honda Motor Co.)

Products: 2000-2001 Honda Accord Vehicles Equipped With Side Airbags

Population: 480,000 (est.)

Problem Description: SRS readiness indicator illumination due to electrical interference to side

airbag sensor.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	20	0	20
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	. 0	0
Fatality Incidents:	0	0	[ 0 ]
# Fatalities:	0	O	0
Other+:	0	00	0

\*Description Of Other:

Action: Open a Preliminary Evaluation (PE).

Engineer: Peter C. Ong MJL & P. Ong

Div. Chief: <u>Thomas Z. Cooper</u> Office Dir.: <u>Kathleen C. DeMeter</u> Date: <u>08/12/2005</u>

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Summary: ODI has received 20 VOQ owner complaints that allege the illumination of the supplemental restraint system (SRS) readiness indicator lamp in their vehicles (equipped with side airbags). Many of the consumers reported that a DTC code of 15-3 was retrieved from the SRS module at the service center. According to Honda's technical service bulletin (02-034, April 23, 2004), a DTC code of 15-3 could indicate either a faulty occupant position detection system (OPDS) unit or an OPDS sensor interference from an electrical device near the front passenger seat (the OPDS sensor is located in the seat back). Dealerships have either reset the SRS unit and/or replaced the OPDS unit. Many complaints indicate multiple occurrences of the condition; and after the warranty period has expired, the diagnostic service and part costs have deterred them from servicing this recurring problem.

Repeated and uncorrected illumination of the SRS readiness indicator lamp can hinder the detection of potential vital airbag system operation of components such as airbag module, crash sensor and wiring integrity.